

Message Text

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PAGE 01 BONN 11092 161404Z

ACTION EB-08

INFO OCT-01 EUR-12 ISO-00 CAB-02 CIAE-00 COME-00
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FM AMEMBASSY BONN

TO USMISSION USBERLIN

INFO SECSTATE WASHDC 9453

AMEMBASSY BERLIN

AMEMBASSY BRUSSELS

AMEMBASSY LONDON

AMEMBASSY PARIS

C O N F I D E N T I A L BONN 11092

BRUSSELS FOR FAA

E.O. 11652: GDS

TAGS: EAIR, WB, GW, FR, UK

SUBJECT: CIVAIR: APPLICANTS FOR BERLIN-SAARBRUECKEN
SERVICE

REF: A) USBERLIN 1379 B) BONN 10037

1. EMBASSY APPRECIATES COMMENTS AND VIEWS REFTEL.
WE WOULD, HOWEVER, LIKE TO CORRECT SUGGESTION PARA FOUR
RE UK INTENTIONS WHICH WE THINK DOES NOT BEAR UP WHEN
MORE OF THE BACKGROUND IS KNOWN. ALTHOUGH WE HAVE NOT
REPORTED IT PREVIOUSLY, THE FACT IS THAT INTRA AIRWAYS
WAS INVOLVED WITH THE BERLIN-SAARBRUECKEN SERVICE
BEFORE BERLIN AIR TAXI (BAT). INTRA CHOSE TO GO TO THE
SAARLAND AUTHORITIES AND THE DOT BEFORE CONTACTING THE
ALLIED CAA'S, AND IN THAT SENSE WERE BEHIND BAT. UK
HAS NOT IN RECENT YEARS BEEN OBSTRUCTIVE ON BERLIN-
SAARBRUECKEN ROUTE; ACTUALLY THEY WERE MORE PERMISSIVE
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PAGE 02 BONN 11092 161404Z

IN REGARD TO THE ABORTIVE AEROAMERICA AND AIR ALSACE
ENTERPRISES THAN WE WERE.

2. WE WOULD AGREE THAT WE SHOULD SUPPORT AMERICAN
ENTERPRISES, BUT IT WOULD BE UNFORTUNATE IF THIS ROUTE
AWARD BECAME A NATIONAL COMPETITION TO THE DETRIMENT
OF THE PRINCIPLE OF JOINT ALLIED REGULATION OF BERLIN

AVIATION IN TRUST FOR THE GERMANS. WE HAVE PROTESTED STRONGLY IF NOT TO GREAT EFFECT WHEN THE BRITISH AND FRENCH SEEMED TO PUT NATIONAL ECONOMIC CONSIDERATIONS ABOVE THIS AND RELATED PRINCIPLES. IT MIGHT ALSO BE NOTED THAT BAT'S OPERATION OF THIS ROUTE WOULD NOT MAKE A SIGNIFICANT CONTRIBUTION TO THE US ECONOMY IN TERMS OF INCREASED EXPORTS, BALANCE OF PAYMENTS, ETC.

3. AS NOTED REF B, WE ARE NOT INCLINED TO GIVE SO MUCH WEIGHT TO BAT'S ALLEGED DEDICATION TO BERLIN AS BAT WOULD CLAIM. THIS DEDICATION IS CIRCUMSTANTIAL AND NOT PHILOSOPHICAL. BAT OFFICERS HAVE SAID THAT THEY WOULD SET UP OPERATIONS BASED ELSEWHERE (I.E. IN THE FRG) IF THE OPPORTUNITY ARISES AND THAT THEY WILL SEEK OTHER USES FOR THE AIRCRAFT PROCURED FOR THE BERLIN-SAARBRUECKEN SERVICE IN ORDER TO INCREASE THE ADMITTEDLY VERY LOW UTILIZATION ON THE BERLIN-SAARBRUECKEN SERVICES. SOME SORT OF DIVERSIFICATION, IN OUR VIEW, WOULD BE DESIRABLE BECAUSE IT WOULD ENHANCE THE VIABILITY OF BOTH BAT AND THE BERLIN-SAARBRUECKEN SERVICE.

4. BY THE SAME TOKEN, IF INTRA-AIRWAYS WERE TO GET THE ROUTE, WE WOULD WELCOME ITS RECEIVING LONDON-SAARBRUECKEN RIGHTS AS WELL, SO THAT THE RESULTING OPERATION MIGHT BE PROFITABLE. WE SEE NO REASON TO OBJECT TO
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PAGE 03 BONN 11092 161404Z

INTRA'S CHECKING OUT THIS POSSIBILITY BEFORE MAKING ITS APPLICATION TO THE CAA'S. PAN AM HAS CABOTAGE RIGHTS BETWEEN NURENBERG AND MUNICH ON ITS IGS FLIGHTS, AND ALL THREE SCHEDULED CARRIERS PICK UP PASSENGERS IN THE FRG FOR LONDON OR PARIS. AIR ALSACE WOULD HAVE RUN A PARIS-SAARBRUECKEN LEG WITH THE SAME AIRCRAFT THAT WAS TO BE USED FOR BERLIN-SAARBRUECKEN. THUS, THERE IS NOTHING NEW IN AIR INTER'S DESIRE TO HAVE A SAARBRUECKEN-LONDON SERVICE IN CONNECTION WITH ITS BERLIN-SAARBRUECKEN ROUTE PROPOSAL.

5. FAA MONITORING OF PART 121 CARRIERS IS INVALUABLE, BUT HAS ITS LIMITATIONS AS SHOWN BY THE AEROAMERICA EXPERIENCE. WE ARE NOT CLEAR HERE AS TO JUST WHAT CONSTRAINTS FAA IS UNDER WHEN CHECKING FINANCIAL RESOURCES OF AN OPERATOR, BUT OUR IMPRESSION IS THAT ALL THE OPERATOR MUST ESTABLISH IS HIS ABILITY TO OPERATE THE AIRCRAFT TO BE CERTIFIED FOR A SPECIFIC PERIOD, WHICH IS SOMETHING DIFFERENT THAN A RELATIVELY LONG TERM COMMITMENT TO OPERATE A SPECIFIC SERVICE.
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